

# LIFEWORKE OF GREAT RAILROAD BUILDER ENDS

Arden, N. Y., Sept. 9.—Edward H. Harriman, the greatest organizer of railroads the world has ever known, met the only lasting defeat of his active life today at the hands of death. Secluded in his magnificent home on Tower Hill he succumbed to an intestinal disorder this afternoon after a fight against disease which will rank for sheer grit with his remarkable struggles in the financial world.

The exact time of his death is known only to that limited circle of relatives and associates who had so effectively shielded Mr. Harriman from all outside annoyances during his last illness. The time was given out as 3:35 p. m., but Mrs. Mary Simons, sister of the dead man, said tonight that Mr. Harriman died at 1:30. Whether this apparent discrepancy has any bearing on the current belief that every effort was made to lessen the influence of the financier's death on the stock market is problematical. But it is significant that the time of his death as officially announced was just 35 minutes after trading had ceased.

Mr. Harriman died peacefully and to the end his brilliant mind retained its integrity.

After a relapse on Sunday he sank slowly and soon after noon today there came a relapse which marked the approach of the end. His wife, two daughters and two sons, who have been constantly with him, assembled at the bedside and a carriage was hastily despatched for Mrs. Simons, whose home is three miles from the Tower Hill mansion. Mrs. Simons entered the great silent house in time to be present at her brother's death. She joined the wife and children, who with Dr. W. G. Lyle, of New York, and Orlando Harriman, a brother and the nurses formed a group at the bedside.

No spiritual adviser was at hand. The swiftest auto in the Harriman garage had been despatched for Rev. Dr. J. Holmes McGuinness, Episcopal rector of Arden parish, but he was not at home. When found later he hurried to Arden house, but death had reached there first.

With the secrecy that has been maintained at the Harriman residence unbroken to the end, news of Mr. Harriman's death was conveyed to New York before it came to Arden and the valley below. Then, by way of New York, the report spread quickly and confirmation was sought at the residence by telephone. During the last ten days rumors have been so persistent and variable that little credence was at first given the report, and it was a shock when a voice on the hill replied: "Yes, that is correct. Mr. Harriman died at 3:35 p. m."

Soon afterward, the hundreds of workmen engaged on the uncompleted estate learned of their employer's death when a page went out and announced simply: "You may all quit work. Mr. Harriman is dead."

A hush fell over the group and the workmen dropped their tools, trudged silently to the flat cars and descended on the private incline railway. Orlando Harriman discussed the funeral arrangements briefly tonight. He said Mr. Harriman would be buried in the family plot in the little grave yard behind St. John's Episcopal church at Arden. He will rest beside his eldest son, Edward H. Harriman, jr., who died 22 years ago, soon after the family first came to Arden.

The services will be held at 3:30 on Sunday afternoon, next, and it is understood, they will be strictly private. Dr. Lyle, who has been Mr. Harriman's physician throughout this last illness, has issued no statement concerning the cause of death, but the general understanding is that there was no operation. Four persons are authority for this belief. They are Mrs. Simons, his sister; Charles T. Fore, superintendent of the Harriman estate; William McClellan, superintendent of the Arden Farms Railway company; and Thomas B. Price, Mr. Harriman's personal secretary in the Union Pacific offices.

Mrs. Simons discussed his death this evening with more freedom than any one else, but she professed to not know the exact nature of her brother's ailment. "You have heard the sad news," she said. "My dear brother passed away peacefully in the presence of all members of our family."

"What time did Mr. Harriman die?" she was asked.

"About 1:30 this afternoon," was the unexpected answer.

She said emphatically that there had been no operation. Her husband, Charles D. Simons, said he had not arrived at Arden in time to see Mr. Harriman before he died. He said that Mr. Harriman died at 3:35 p. m.

"Then Mrs. Simons was wrong when she said 1:30 p. m.?"

Mr. Simons hesitated and then said: "Well, I was not there when he died."

Lovett Comes Later.

Former Judge Lovett, chief counsel for the Union Pacific and the Southern Pacific railroads, the best known of the Harriman lines, did not reach Tower Hill in time for a last farewell to his chief. It was 5:25 this evening when he reached Arden and he declined to say anything regarding the time, the cause, or any other circumstances surrounding Mr. Harriman's death.

Earlier in the day, however, before the crisis was at hand, Mr. Harriman talked freely with Thomas B. Price.

This was one of the strongest evidence



EDWARD H. HARRIMAN

of bounty in that part of the valley.

Employees Deeply Affected.

All of the late railroad king's employees are deeply affected by his death. William A. McClellan, superintendent of the Harriman estate, said that all the employees of the estate would mourn the loss of their employer both as a loyal friend and a just master.

By a strange coincidence a wedding party set forth from the Harriman residence this afternoon while Mr. Harriman lay dead. George Murphy, chief engineer of the state was the bride-

groom and the bride was Mary Shal-

ing a parlor maid.

"They alone of all the employees on the estate were not apprised of Mr. Harriman's death until after the ceremony had been performed. The wedding was held in St. Mary's Catholic church at Arden and as it was Mrs. Harriman's expressed wish that her husband's death should not interfere with the plans and the happiness of the servants, they drove forth from the estate in Mr. Harriman's wagonette and did not know that there was mourning on the estate until after they were man and wife.

## WHEN HARRIMAN REFUSED TO ANSWER CERTAIN QUESTION

Washington, Sept. 9.—Figuring prominently in litigation that led up to the supreme court in congressional debate and action in interstate commerce and in administrative details of the treasury department, the interests of Harriman have been conspicuous in the government dockets at Washington.

The government has pending a suit against the Harriman roads for the dissolution of a combination among them. In various parts of the country testimony is being taken. Mr. Harriman's claim for reimbursement on account of the \$2,000,000 or more which he expended several years ago in rebuilding the Salton sea dam, which was destroyed by a great flood, is being vigorously pressed by President Roosevelt and which was the subject of numerous reports, and much debate, excited great interest all over the country.

Mr. Harriman and his counsel contended that the Southern Pacific railroad, in rebuilding the dam, was doing the work that should have been done by the United States and for this reason insisted upon reimbursement. Congress, however, never acted favorably upon the claim.

Perhaps the most notable of recent

cases in which Mr. Harriman has figured was the litigation that grew out of an inter-commerce proceeding in which Mr. Harriman declined to answer certain questions. The supreme court decided the case in favor of Harriman.

Ownership of Stock.

The questions which Mr. Harriman refused to answer bore on the ownership of stock and related, according to the supreme court decision, to the private business of Kuhn, Loeb & Co. and not to the Union Pacific. The relations between the Union Pacific and other roads were under investigation. Among other things the Union Pacific bought 107,141 shares of the preferred stock of the Chicago and Alton road.

These shares had been deposited with Kuhn, Loeb & Co. by their owners and on an agreement authorizing the bankers to sell them to any purchaser at such price and on such terms as should be approved by Harriman and two others, Messrs. Stewart and Mitchell. Mr. Harriman was asked whether he owned any of the stock so owned, and how much if any. By advice of counsel he refused to answer. Again he was asked as to the

Santa Fe stock which had been bought by the Oregon Short Line. He was asked if that was part of the stock that had been acquired previously by him and by two others.

Refuses to Answer.

"I think not," he started to reply. Counsel stopped him, however, and he refused to answer all questions.

It was in 1907 that Mr. Harriman figured in a political controversy involving the name of Theodore Roosevelt. Through a disgruntled stenographer there was brought to light a letter written by Harriman to Sydney Webster, a lawyer in which Mr. Harriman complained that the Roosevelt administration had not treated him fairly after he had been instrumental in raising \$225,000 for the campaign.

Letter From Roosevelt.

To strengthen his case Mr. Harriman then produced a letter signed "Theodore Roosevelt" and dated October 14, 1904, two weeks before Roosevelt's election to the presidency in that year. The letter, with the word "Personal" inscribed at the top, suggested that if Mr. Harriman thought it unwise to visit the White House at that time he defer his call to a few weeks hence, when I shall get you to come down to discuss certain government matters not connected with the campaign."

It was not long after this that the federal investigation of the lines under his control was begun.

## HILL'S TRIBUTE TO HARRIMAN

New York, Sept. 9.—From all parts of the country there came tributes upon Mr. Harriman's career and his work—from railroad presidents, bankers and from men prominent in all walks of business and financial life. As to the effect of his death on the financial world there was a variety of

opinion, but comment was generally rather guarded.

One of the finest tributes came from James J. Hill, another giant among railroad builders and a one-time business adversary.

Hill's Tribute.

"I have always regarded Mr. Harriman very highly," he said. "I have done a good deal of business with him in the last few years. He was a man, as you know, has been of a rather strenuous character. So, I think, I ought to know him pretty well. He did the work of several men during his lifetime. He was one who never left anything undone and there are few men in this country whose place it will be harder to fill. It is greatly to be regretted that Mr. Harriman could not live to complete all the work that he had set out to do."

"There should not be any serious financial disturbance as the result of his death. All his properties are in good shape. He was not one who would leave his affairs in a state so that the wolves could prey upon them. The great railroad systems he created will run along as usual and somehow his place will be filled, for all of us die and yet the world goes on."

Mr. Harriman suffered intensely during his illness.

"He was beyond human aid. In view of the suffering which he had to undergo and which he faced so bravely, I believe he was a hero. The people of the United States are not likely to forget the great work he has accomplished for them."

Meteor of Railroad World.

Henry Clews, Wall street broker, spoke of Mr. Harriman as a brilliant meteor of the railroad world.

He said: "Mr. Harriman's success is largely due to his forcefulness, his energy and his far-sightedness. He was bold, astute and energetic. He was a genius of the constructive order who towered high among the giants of Wall street. So well indicates the great opportunity which still exists in America as the rise of Mr. Harriman, son of a country clergyman, to a position of a country clergyman."

"His death probably has been discounted already on Wall street, as his precarious condition has been well understood. I do not believe any other one man will ever again occupy the position Mr. Harriman held. Peculiar combinations of circumstances made possible his one-man domination of the interstate railway situation. This opportunity is not likely to come again, especially in view of the demand for new and more stringent federal laws."

Remarkable Genius.

James Stillman, chairman of the board of directors of the National City bank, spoke feelingly of the loss of his close personal friend and business associate.

"I have long regarded Mr. Harriman," he said, "as probably the most remarkable genius ever developed in business life. He has been an up-builder and has left a permanent im-

pression on the map and in the development of the country. The world has known few minds having such a grasp of large railroad problems and at the same time such a firm grip upon details and such ability for successful execution."

One of World's Greatest Men.

V. U. Brown, president of the New York Central, of which Mr. Harriman recently became a director, said: "One of the world's greatest men has gone. The great Union and Southern railroads, transformed by his master hand from wreck to the magnificent properties they are today, will be his enduring monument. Mr. Harriman's first thought in all he did was to accomplish what would contribute most to the growth and development of the country, satisfied that the ample returns could be depended upon from such a policy."

Needs No Eulogy.

Frank J. Vanderbilt, president of the National City bank, said: "He needs no eulogy from me, who was one of his younger associates. He was a genius of the first rank. I believe that the work he did will endure. His death can not halt the great developments he made possible. The nation owes a greater debt to Mr. Harriman than to any other of those upbuilders whose names have spelled progress."

Robert C. Cleary, president of the Western Union Telegraph company, said:

"Every one who has had business dealings with Mr. Harriman must feel, as I do, a superlative admiration for his great talent. His death leaves the world a loser. We should like to know what his plans for the future were. I have always Mr. Harriman intended to do some great things in the east and middle south."

Undertakings Vast.

E. P. Ripley, president of the Atchafalpa, Topeka and Santa Fe, said: "Mr. Harriman was a great man. Beginning his railroad activity without special railroad training, he acquired rapidly the underlying principles of the transportation industry and although burdened as few men have been with the conduct of affairs of all kinds, he mastered many of the details as well as the general principles. That his undertakings were too vast for any one intellect and that his colossal proportions cut short his life probably is true, yet one can but admire the indomitable courage and will power that animated the slender body and which endured to the last. Altogether he was a remarkable man whose departure leaves a great gap in the financial and railroad world."

of the Equitable Life Assurance society, of which his friend, James Hazen Hyde, owned a controlling stock interest. Harriman was Hyde's closest adviser in the fight to displace him as the owner of the Equitable. Harriman had been different had Hyde not turned upon Harriman and charged him with being an enemy in the guise of a friend. When Thomas F. Ryan turned up a couple of months later as the owner of the Equitable, Harriman said he was disappointed and admitted before the Armstrong investigating committee that he had expected to buy it for himself.

Outside of his business Harriman found time or cared for little but his family and a single hobby, the building of a great estate. The metamorphosis of his place at Arden from a rocky country forest into a king's park and palace is well known. The work is still unfinished.

Mr. Harriman married Miss Mary Averill of Rochester, N. Y. Five children were born, three girls and two boys.

The eldest daughter is the wife of Robert L. Gerry, son of Commodore Elbridge T. Gerry. The second daughter is Mary and the third, Carol. The eldest son, Walter Averill, is just out of college and is learning the railroad business. The youngest, Roland, is fourteen years old and is still in school.

NO FEAR FELT IN FINANCIAL WORLD OVER THE DEATH

New York, Sept. 9.—Though Mr. Harriman is dead, his tremendous interests will be carried on without interruption. So firm is the foundation of his great constructive work in the railroad world and so thoroughly organized are his financial interests that no fear is felt in the financial world. It is in the west that Mr. Harriman leaves his greatest monument of construction work, but here in New York from where he directed his great enterprises, his death will perhaps more keenly felt. First word that his death had occurred did not reach the financial district until long after 3 o'clock, a time when trading on the exchange had ceased for the day. New York had watched with sympathetic interest Mr. Harriman's long fight against his last illness. From June 1, when he sailed to take the cure at Bad Gastein in Austria reports began to circulate that the master of Union Pacific was in a serious way. From abroad came daily accounts of his treatment and his cheerful and optimistic statement that he was improving and would soon be himself again. This optimism was characteristic of the man, whose grit and determination to get well and resume work on the vast plans he had laid out was remarkable. But Mr. Harriman did not improve abroad as his physicians had expected and he returned to New York for the purpose, as he announced, of taking the "after cure," and to secure absolute rest.

Mr. Harriman arrived in New York weak and emaciated, but brave and cheerful in his determination to overcome his ailment. An interview he gave the newspapers upon his return from Europe was under most dramatic circumstances. Surrounded by more than a score of reporters as he lay upon a couch in his private car in Jersey City, Mr. Harriman against the

advice of his family and physician talked cheerfully and freely of his experiences abroad and of his plans for the future when he should return to duty. "I haven't anything on my mind just now except the after cure," said Mr. Harriman, "and I want my fellows to help me to do that. I've left ten pounds on the other side and I think I had better get it back on home cooking. Ten pounds off a little fellow like me is a good deal."

Wall Street Has Confidence.

This request was readily complied with and not until Mr. Harriman's relapse on Sunday last was the vigil renewed.

The feeling among financial men of New York regarding the effect of Mr. Harriman's death on the financial world is one of absolute confidence.

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